

are talking about \$800 billion which was spent. We are trying to come up with \$7.2 billion.

I have to say this and bring it up. We all remember the \$700 billion bailout. A lot of Republicans ended up voting for that, and right now we are down to—the cost is probably going to be leveling out at \$130 billion. That is the bailout that was passed.

Well, \$130 billion, when all we are looking for now is \$7.2 billion, we cannot say it is not there. As I said when I opened, this President, in his budget, has had over \$1 trillion in deficit each year for 4 years. Again, that is not the Democrats, not the Republicans, it is not the House, it is not the Senate. That is President Obama. That is his budget. That is the way it works.

I have often said when we look at the hundreds and hundreds of billions of dollars—and yet one of the prime functions we have is roads and highways, and we are just \$7.2 billion short. I think they have come up with it. I applaud the Finance Committee which has been working on this and recognized it in terms of priority that we ought to be able to do it.

They have come up with a package now that—again, this is not in my end of it; this is the Finance Committee. A lot of people think the highway bill is all in the Environment and Public Works Committee. It is not. We have the Commerce Committee, the Budget Committee, the Finance Committee, and our committee. But that end of it is in the Finance Committee. They have worked diligently. I appreciate the hard work that has come from the Democrats and the Republicans on that committee.

Now, in the event that we do not do this, we are going to go back—it will be our ninth extension. When we have an extension, none of these reforms I just talked about, none of them will end up being done. It will just be major cuts in programs.

I would only ask this: I would ask any Member of the Senate, before you draw yourself into a box where you are going to be opposed to this, what you need to do is call your State departments of transportation. Talk to them about it. Talk to the chambers. Talk to the labor unions back in your States. See what they think. This is one of the few issues where they are all in agreement—labor, chambers, all of them. They realize we have to have infrastructure in America.

I know my State is not the only State that has road problems. But I am more familiar with them because that is where I live and raise my 20 kids and grandkids. So I would hope that we look at the opportunities that we have in what is called MAP-21. That is the transportation reauthorization bill that we have under consideration at this time, and that we will do the responsible thing.

If we do rely, by the way, on extensions, our highway trust fund will be totally depleted by this next summer.

Then we are going to have to do an extension or be forced to bail out the highway trust fund. We do not want that to happen. We can preclude that from happening. All we have to do is be responsible today.

Again, this is one of the few areas where back home organized labor as well as business is all for it. Here we have the extremes, such as Senator BOXER from California and myself. We both agree this is one of the two primary functions of government. This is our opportunity to do it. I hope there will not be people on the outside looking at this and completely disregarding these hundreds of billions of dollars that, in my opinion, have been wasted and not pay attention to one of the prime functions of government; that is, doing the infrastructure for the United States of America.

I yield the floor, and I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. TESTER.) The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. FRANKEN. Mr. President, I ask unanimous consent the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

The Senator from Minnesota is recognized.

Mr. FRANKEN. I thank the Chair.

(The remarks of Mr. FRANKEN pertaining to the introduction on S. 2076 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

EXTENSION OF MORNING BUSINESS

Mr. FRANKEN. Mr. President, I ask unanimous consent that morning business be extended until 6 p.m., with Senators permitted to speak therein for up to 10 minutes each with the Republicans controlling the time from 4 to 5 p.m. and the majority controlling the time from 5 to 6 p.m.; further, that the majority leader be recognized at 6 p.m.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. FRANKEN. I yield the floor.

The PRESIDING OFFICER. The Senator from North Dakota.

KEYSTONE XL PIPELINE

Mr. HOEVEN. Mr. President, I rise today to speak about jobs, energy independence, and good environmental stewardship for our country. I rise to speak about working with our strongest ally and trading partner, Canada. I rise to speak about moving forward on behalf of the American people and not delaying, not failing to act in their best interests.

Yesterday, Canadian Prime Minister Stephen Harper left for China. He left for China with five of his top Ministers, including his Minister of Trade and his Minister of Natural Resources. He also took along 40 leading businessmen

from Canada, including many of their leading businessmen in the area of energy, oil, and gas. He left on a trade mission to China. And what is at the very top of his list? At the very top of his list in his trade mission to China is selling Canadian oil to China. Why is that?

The reason is because our current administration evidently would prefer that we buy oil from the Middle East and from Venezuela rather than buying oil from our closest friend and our No. 1 trading partner, Canada.

That seems hard to believe but, if not, how else can we explain the administration turning down the Keystone XL Pipeline project after more than 3 years of study—not 60 days but more than 3 years of study. We recently passed legislation in this Chamber and in the House that was approved by the President, and in that legislation we said the President needs to make a decision on the Keystone XL Pipeline within 60 days of the date of that legislation, but that is after 3 years of study.

The administration came back and said: Well, it cannot make a decision in 60 days but forgot to mention they have been looking at it for over 3 years. In fact, let's go through that timeline. I think it is important that the American people understand the real timeline.

The real timeline has nothing to do with 60 days. The real timeline is more than 3 years that a project has been held in limbo. On September 19, 2008, TransCanada applied for a permit to build the Keystone XL Pipeline. That is more than 3 years ago. Both the Environmental Protection Agency and the State Department said they would have an answer on the project before the end of last year. They made it very clear that after going through the full NEPA process—including the full environmental impact statement, doing all of the due diligence, all the work over more than a 3-year period—they would have an answer before the end of the year.

The administration then says: No, that is not enough time. We don't have enough time in more than 3 years to make a decision, so the decision is null. You ask: Why would that be? Is this such a unique project that we have never done this before; that after more than 3 years of study—not 60 days—this is so unique we cannot make a decision in that amount of time? So the administration says no.

On this chart we see this red line that runs from Hardisty, which is Alberta, Canada, all the way down to Patoka, IL, to refineries we have in this country. This is the Keystone Pipeline. That was approved in 2 years, roughly 2006 to 2008, and then constructed. It now moves almost 600,000 barrels of oil a day from the Canadian oil sands down to our refineries. So that project already exists. We are talking about building a sister pipeline, the Keystone XL Pipeline, that will bring it from the

Calgary area, the Province of Alberta, Canada, down to Cushing, which is a major oil hub, and our refineries in the gulf.

So it is not a new concept; we are already doing it. This pipeline carries almost 600,000 barrels a day. The new pipeline would carry 830,000 barrels a day.

It is not just about Canada. It is not just about moving Canadian crude to our refineries. My home State of North Dakota, and Montana, produce oil as well—light, sweet, Bakken crude—good stuff. We need to get that product to market as well; 100,000 barrels a day from North Dakota and Montana will go into this pipeline. Now, that is incredibly important to States such as North Dakota and Montana because right now we have to move that product by truck and by train. There is incredible wear and tear on our roads, and with the congestion on our roads, there are also traffic accidents and traffic fatalities.

Mr. President, 100,000 barrels a day represents 500 truck loads a day on some of our highways in western North Dakota and eastern Montana.

This pipeline would reduce the number of truck miles to move that product by 17 million truck miles a year. So it is not just about moving that product from Canada to our refineries, it is about moving our own crude, crude that we produce in this country to market. Our States need that vital infrastructure, and the government is not building this infrastructure—not one penny of tax money, not one penny of Federal Government spending. This is a \$7 billion-plus investment from the private sector to give us the infrastructure we need to get our oil to our refineries.

So it is not a new project. It has been done before.

As a matter of fact, as my next chart shows, not only has this been done before, but the Obama administration has approved similar projects before.

In August of 2009 the current administration approved a 1,000-mile pipeline that moves 800,000 barrels of oil a day that is moving oil right now. They approved this project in August 2009. It came online in October 2010. It goes from the Province of Alberta down to refineries in Wisconsin. So they approved it in August 2009.

So what is going on here? Well, the issue they have talked about is that they have to delay this because of the western Sandhills region of Nebraska. The western Sandhills region of Nebraska includes something called the Ogallala Aquifer. The Ogallala Aquifer is obviously very important for water supply and irrigation. That is here in western Nebraska, so that concern has been raised. So we put forward legislation that addresses that issue.

We put forward legislation that follows the lead of the State of Nebraska and says: We will reroute the pipeline in Nebraska. For example, rerouting it over here where there is already the ex-

isting Keystone Pipeline. But in the legislation we put forward we say we will reroute the pipeline in Nebraska; that issue will be fully addressed, and we do not set a timeline on doing it and we expressly provide that we work with the State of Nebraska to do it.

Nebraska had a special session in November. After their special session where we all agreed to do the rerouting, the State of Nebraska—their legislature, their Governor, and their Senators—supported the project. They said: Yes, we need to move forward with the project.

As you can see, there are many pipelines through there already. Nevertheless, we said: OK, the administration said that is an issue. We do the rerouting and we set no time limit to do it. So why aren't we proceeding with the project? What are we waiting for? And what are the ramifications of waiting? Look at all these pipelines. This is not a new concept.

So I take a step back to what I mentioned earlier: What is going on here? Why is it that Prime Minister Harper, the Prime Minister of Canada in China today, is arranging to sell oil that they produce in Canada to China rather than to us in the United States when we need it so badly—not just for our economy, not just for the jobs, but for energy security at a time of incredible upheaval in the Middle East? Now this oil is going to go to China. What is going on here?

Well, the only thing that I guess we can figure is that the administration has decided they don't want oil produced from the Canadian oil sands. They have decided they don't want oil that is produced in Canada in the oil sands. The argument is that somehow that oil will have higher greenhouse gas emissions, so we are not going to take it and somehow that is not going to be produced. So it is an environmental issue. The only problem with that is that it is going to be produced. It just won't come to us, it will go to China. And maybe an even bigger irony—although certainly not a bigger problem but a bigger irony—is that the environmental stewardship will then be worse, not better. So if that is the argument, it is going in the wrong direction.

This oil, which will be produced up here—that is exactly the agreement Prime Minister Harper is now working on with China and, believe me, China wants the oil. There is no question about that. They have made it very clear. While we continue to put Canada on hold, China is working very hard to make sure that oil comes to them.

Lets talk about the environmental aspect of that. Now, instead of bringing this oil in a pipeline down to our refineries—the best technology in the world in terms of refining, so we put it in a pipeline and we have lower emissions in the very best refineries in the world—we are going to put this oil in thousands and thousands of tankers that have to go across the ocean, pro-

ducing greenhouse gases, and it is going to be refined in China, where they have lower emission standards, meaning higher emissions. They don't have the same standards we do, so we end up with more greenhouse gas, and yet at the same time we continue to have tankers of oil coming in from the Middle East producing more greenhouse gas because we can't get the oil from Canada.

So if that is the argument, what are we doing? We are saying: OK, we are going to say no to the jobs and we are going to say no to the fact that we can be energy independent in terms of oil. Between the United States and Canada, we can be independent in our oil needs. We won't need to get oil from Venezuela and we won't need to get oil from the Middle East—a huge national security issue. Look at what is going on in Syria and look at what is going on in Egypt and look at what is going on in Iran. Look at what is going on with the price of gasoline. We can become oil independent with our best friend and ally, Canada, but we say no instead. After 3 years, we are going to say no to the project, so Canada sells it to China and we get worse environmental stewardship.

I hope the American people fully understand exactly what is going on here because it is time to act. Right now, Prime Minister Harper is talking to President Hu Jintao, the President of China and, believe me, China wants the oil. Prime Minister Harper and Canada, our closest ally in the world, have waited 3 years—3 years—to get a “no” answer from the administration. So we will see what kind of agreement he comes back with from China.

The reality is, it is time to act. Here are some of the pipelines that are moving crude oil and other product around our country. Do we really think that is a problem, particularly when we put in legislation—when we went specifically and found out what the administration's concern was and we solved it and we built it into the legislation? The time has come to act. I call on my colleagues to join me. We put forward legislation that addresses the concerns. But it is time to act for the good of the American people.

Thank you, Mr. President. I note the absence of a quorum.

The PRESIDING OFFICER. Will the Senator rescind the suggestion, please. Mr. HOEVEN. I will.

RECESS

The PRESIDING OFFICER. Under the previous order, the Senate stands in recess until 2:15 p.m.

Thereupon, the Senate, at 12:34 p.m., recessed until 2:15 p.m. and reassembled when called to order by the Presiding Officer (Mr. WEBB).

Mr. SCHUMER. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.